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CLASSIFICATION ~~SECRET~~COUNTRY East Germany ~~NOFORN~~ REPORTTOPIC Gross Doelln Airfield

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EVALUATION PLACE OBTAINED

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DATE OF CONTENT DATE OBTAINED PREPARED 16 August 1955

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REFERENCES PAGES 3 ENCLOSURES (NO. & TYPE) 1 - sketchREMARKS

This is UNEVALUATED Information 25X1

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1. It was learned that the main taxiway at Gross Doelln Airfield was to be widened by 12 meters which would give it a total width of 33 meters. Three rows of concrete plates, each 4 meters wide, were to be laid.
2. In late June 1955, numerous electric cables were laid underground on the landing field, near the runway and taxiways. About 160 wooden reels had been unloaded on the freight station. Several new transformer stations were set up at unidentified sites. 2
3. In early July, a 5.5-meter-wide concrete road was under construction between Jagen (forest sub-districts) 126/125, 95/94 and 63, 66/65. The road, half of which was completed, meets with the Gross Doelln - Doelln base highway between kilometer markers 12.4 and 12.5. The concrete slabs were 5.5 x 5 meters large and about 15 cm thick. The slabs on the concrete connecting road leading from the N-S runway to the Gross Doelln - Behdenick highway were of the same size. 3
4. In early July 1955, workers, as well as mixers, distributors, dumpcars, locomotives and rails were transferred to Allstedt. There were allegedly very poor working conditions in Allstedt where work was allegedly done in two 12-hour shifts. Workers were also required for Garz - Usedom. 4
5. Construction work was under way on buildings in Jagen 126, 125, 95 and 94. Mason's work had been completed to as far as the second story. Several prefabricated 3-story wooden buildings were set up in Jagen 95. Material was available for 5 buildings of which 2 were completed. Every day, 15 to 20 carloads with bricks and lime arrived at the construction site. The cars were immediately unloaded, and the construction material was trucked to the construction sites of Baunion Magdeburg. The number or location of the individual buildings could not be determined because numerous buildings were under construction. It seemed, however, that the number of buildings under construction was several times the number of buildings already in existence.

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6. Work was in full swing east of the ammunition dump that has been completed for some time. The area between the two spur tracks was being cleared, while the bushes remained there. A few of the cut trees had been hauled away. Grading work was nearing completion on a road parallel to the second track, and on 3 connecting roads to the old ammunition dump, and a construction site for 5 hangars. A narrow-gauge field railway track was laid toward the Gross - Doelln - Zehdenick highway and was intended to lead beyond this highway. On 23 June, the sheds in the ammunition dump were closed. No cranes or unloading equipment were observed in front of the sheds and on the spur track. The dump was still strictly guarded. ⁵

7. The following rail shipments were observed moving toward Gross Doelln: 25X1

Date	Railroad Cars
27 June	12 tank cars
3 July	1 train of about 60 flatcars, loaded with tractors, rollers, construction machines and road building machines from Gross Doelln via Vogelsang toward the north. The train was not guarded.
8 "	15 tank cars
9 "	3 tank cars At 0900, about 30 flatcars loaded with 6 x 85-mm AA guns, 6 x 37-mm AA guns, 6 to 8 x 25-mm AA guns, 6 to 8 x 25-mm twin-barreled AA guns, 2 field kitchens and 25 to 30 trucks, 10 boxcars with personnel wearing red-bordered black epaulets, from the direction of Zehdenick toward Gross Doelln. When the empty train returned it was observed that the boxcars were equipped with wooden-board beds. The entire shipment and the uniforms of the soldiers seemed to be new. 25X1
15 "	About 1600, 15 flatcars with sideracks moved from the north toward Gross Doelln. One flat car was loaded with a large road construction machine, the other 4 cars were loaded with 2 crates, each about 2.5 x 1.2 x 1.5 meters. The train was escorted by 2 soldiers wearing black-bordered blue epaulets.
16 "	At 0700, 16 tank cars. 6

8. After an interval, concrete workers were again to be made available by the VEB Ing. Tiefbau Brandenburg for July 1955. These workers were allegedly to be employed on the auxiliary lanes where work was to begin immediately. Additional masons were required for work on the buildings of which the subcontractor was the VEB Ing. Tiefbau Brandenburg. Engineer Mamani (fnu) was the chief of the Gross Doelln construction site, which still had the project designation "W 101". Kietzer (fnu) was charged with work and social affairs. On 12 June 1955, 693 workers of the VEB Ing. Tiefbau Brandenburg were employed in Gross Doelln. ¹

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1. Comment. The intention to widen the main taxiway has previously been reported The information that concrete workers were to be made available by the VEB Ing. Tiefbau Brandenburg is probably connected with this work. 25X1 25X1
2. Comment. The electric lines are probably laid for the lighting facilities along the runway and taxiways. 25X1
3. Comment. This road connects the housing area with the Gross - Doelln Krug highway. 25X1
4. 25X1
5. Comment. For sketches of AA gun emplacement and ammunition dump, see Annex 25X1
6. Comment. It is assumed that 2 light and 2 medium AA batteries are presently located at Gross Doelln airfield. 25X1 25X1

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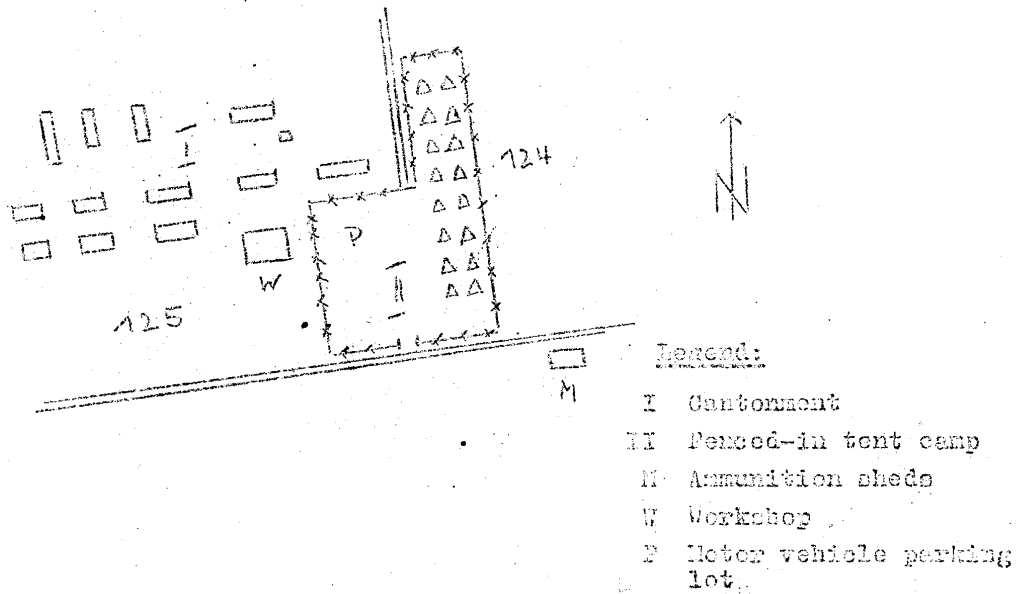
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Annex

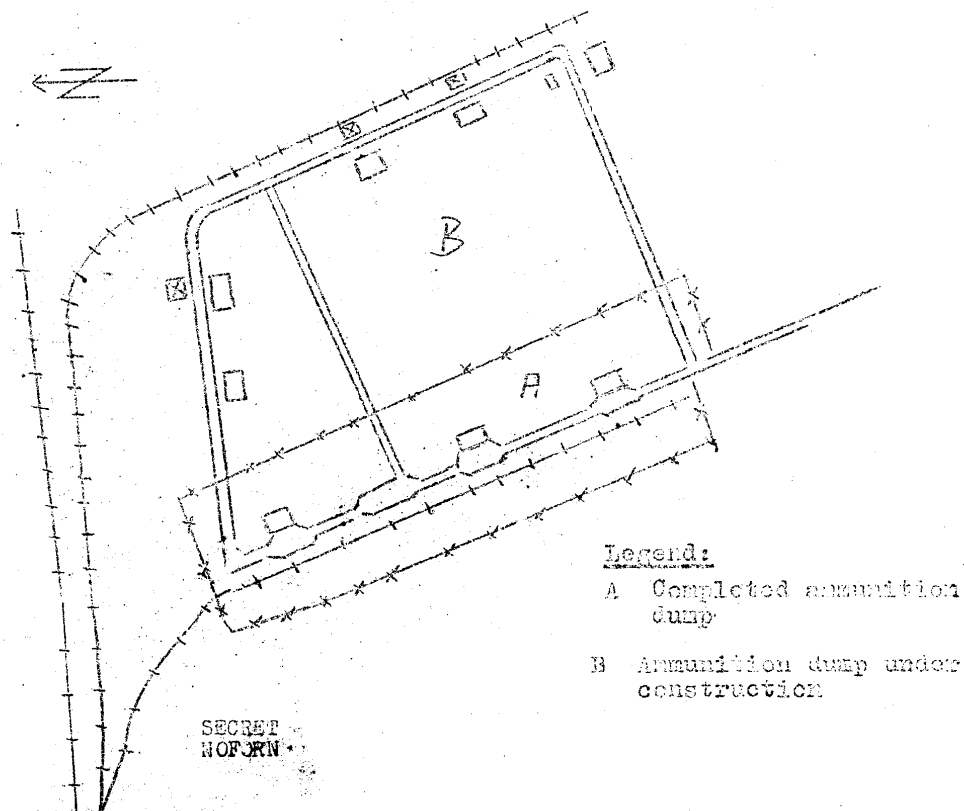
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AA Gun Emplacement in Jagen 124 and 125
at Gross Doelln Airfield

Ia



Ammunition Dump at Gross Doelln Airfield

Ib



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